

# UNITED YACHT SALES



## 107' Rayburn Hull ~ 2009

Builder:	<b>Rayburn Custom Yachts</b>	Designer:	<b>Ed Hagemann</b>
Model:	<b>Cockpit MY</b>	Hull Material:	<b>Fiberglass Composite</b>
Type:	<b>Motoryacht</b>	Beam:	<b>23'10"</b>
		Location:	<b>British Columbia, Canada</b>

### **4 Custom fit aluminum fuel tanks are included:**

- 2 x 1,500 US Gallons Athwartship storage tanks
- 1 x 650 US Gallons Centerline below sole day tank
- 1 x 450 US Gallons Amidships centerline below sold storage

~~**\$1,200,000 Asking Price**~~

**Now Asking \$995,000**

The Rayburn/Hagemann team has established a reputation for creating exceptional performing, shallow draft, coastal cruisers that are finished to the highest standards of interior woodwork, fit and finish. Rayburn Custom Yachts is willing and able to produce another in their series of sturdily built, finely crafted and elegantly finished yachts for you.

This 2009 hull was originally conceived to become a cockpit motoryacht and the plans for completion of this 107' yacht are available.



*Earning your trust, one boat at a time*

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## VESSEL DETAILS

The Hull is a fully cored hand laid hull that was designed by Ed Hagemann N.A..

The bottom is Core Cell SAN A600 6lb density and 7lb density in the forefoot 2" with Vectorply knitted biaxial e-glass fabric and Reichold Hydrex 100% Vynilester resin on the exterior and Iso resin on the interior. The chines, spray knocker and keel are decored to a doubled single skin with inner skins returned to outer then core replaced with original skin (read as best method).

The upper hull shell is Dyvinicell PVC core 5lb 1.25". The Core Cell SAN is chosen on the bottom for its ductile strength (it can take more impact and flex before failure and the PVC is chosen on the top sides for its HDT heat distortion values. I.e. it tends to move less (shrinkage, print through) in the hot sun than SAN core. It also maintains its stiffness better in the heat.

Peter Dunsford was the Structure and lamination engineer.  
General Arrangement in house Rayburn design team in consultation with the above.

The hull is currently designed with tunnels to accept up to 49" props and up to 1,800 hp for a 24 knot top speed, although 1,400 +/- AX HP at 21 knot top speed would be more than ample to provide a 17 knot cruise at CAT recommended cruise RPM.

These are using an estimated 240,000 lb full load condition.



## BROKER'S REMARKS

Arrangements may be made to inspect the hull and tour Rayburn's other projects at their shipyard in Mission, B.C. Canada.

## DISCLAIMER

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

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